

THIRTY DOLLARS
PER ANNUM.

Shipping

STEAMERS.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 21st instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 18th August, 1894. [891
 "WARRACK" LINE OF STEAMERS.
 FOR KOBE (DIRECT).
 THE Steamship

"LENNOX,"
Captain Ward, will be despatched for the above
Port on SATURDAY, the 25th instant, at 5 P.M.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 18th August, 1864 [889]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
THE Steamship
"CARMARTHENSHIRE,"
Captain Davies, will be despatched for the above

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th August, 1804. [739
FOR NEW YORK AND SUEZ CANAL

THE Steamship
"MACDUFF,"
 Porter, Commander, will be despatched for the
 above Port on or about **THURSDAY, the 13th**
 August.

To be followed by the
S.S. "ENERGIA," about 30th September.
And
S.S. "STRATHLEVEN," about 10th October.
For Freight or Passage, apply to

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 100 A. I. British Ship
"SILBERHORN,"
Gibbs, Master, will load here for the above Port,
and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 16th June, 1894. [705]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
JEDDAH, SUAKIM, MASSAWAH,
HODEDDA, ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf

This vessel brings on Cargo :—
From Smyrna, ex S.S. "DAPHNE," trans-
shipped at Port Said.
From Galatz, ex S.S. "MEDEA" transhipped

From Venice, ex S.S. "ARC. CARLOTTA," transhipped at Trieste.
From Calcutta, ex S.S. "CASTOR," transhipped at Colombo.
From Trieste, ex S.S. "POSEIDON," trans-

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Hongkong, 18th August, 1894. [873]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S. S. "BENVENUE,"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.
CONSIGNEES of Cargo are hereby informed

Optional Cargo will be forwarded unless

TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

presented to the Undersigned on or before the 24th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 4.30 P.M.
Wm. Wm. Thompson & Co. Agents

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th August, 1894. [877]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY.

FIRST-CLASS DISPENSING at prices that will bear comparison with first-rate pharmacies at home.

Every care is taken to ensure prompt despatch; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, &c., &c., at Current Rates.

SPONGES, PERFUMERY, TOILET REQUISITES.

The Dispensary is open from 7 A.M. to 7.30 P.M. on WEEK DAYS and from 10 A.M. to 6 P.M. on SUNDAYS, but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

Hongkong, 17th August, 1894.

A. S. WATSON & CO., LIMITED.

LIMITED.



Ex S.S. "ADEN"

VEGETABLE & FLOWER SEEDS.

SEASON 1894-95.

The SEEDS will be OPENED out soon as the weather sets fine, and in the meantime orders will be booked for execution in the sequence in which they are received as long as the supply lasts.

SEED LISTS

HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigor and beauty.

Sold in Tins containing 10 lbs. each, \$1.75
25 lbs. " " \$3.40
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS,

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 20th August, 1894.

BIRTH.

At 14, Chefoo Road, Shanghai, on the 14th August, 1894, the wife of ALEXANDER FULLER, of a daughter.

DEATHS.

At her Residence, 40 Delfino Street, on Sunday, the 19th instant, at 4.40 a.m., UMBELINA MARIA, the beloved wife of Domingo Noronha, aged 72, deeply regretted.

At Nanking, on Tuesday afternoon, 14th August, 1894, the Rev. JOHN WALLACE, of the Methodist Episcopal Mission.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 20, 1894.

TELEGRAMS.

GREAT BRITAIN AND THE SIAMESE QUESTION.

LONDON, August 19th.

Sir Edward Grey (Under Secretary for Foreign Affairs), in reply to a question in the House of Commons, said that hitherto the Government had been most careful not to create irritation over the Franco-Siam question where British new phase arose in the relations between France and Siam threatening the same, the Government would be obliged to pursue a new course.

BRITISH NEUTRALITY.

The British Government have detained in the Tyne a torpedo catcher, fully equipped, which was about to start for China in connection to the neutrality laws.

LOCAL AND GENERAL.

"SPORTING GOSSIP" and other interesting matter unavoidably crowded out of this issue.

THE British gunboat *Peacock* left for Shanghai this morning.

THE steamer *Poochi* has recently been employed taking up the buoys at the Langham Crossing.

OSTENTATION is the signal-flag of blatant hypocrisy. "Brownie," kindly note and inwardly digest.

THE Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Vancouver on the 17th inst.

THE returns of the number of visitors to the City Hall Museum for the week ended, August 19th, are:—Europeans, 97; Chinese, 1,017; total, 1,114.

IT is stated that all fire insurance policies held by Chinese in Yokohama have been cancelled by the Agents of the foreign Fire Insurance Companies doing business there.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Catharine Apsar*, from Calcutta, left Singapore for this port on the afternoon of the 18th inst.

A CHINESE student was charged before Captain Hastings this morning for having eight tablets of illicit opium in his possession. He had to contribute \$75 to the Colony's depleted Treasury.

A TELEGRAM was received here yesterday reporting the death of the Tartar General of Fakhien, who passed away early yesterday morning at his residence in the city of Yenchow.

Mr. Muten Hirokichi, son of Mr. Muten, Minister of State for Foreign Affairs, and a graduate of Cambridge University, has lately been appointed one of the translators of English in the Japanese Foreign Department.

THE P. M. S. S. Co.'s steamer *China*, with mails, &c., which left Hongkong on July 24th for San Francisco, via Nagasaki, Kobe, Indian Sea and Yokohama, arrived at her destination on the 18th inst.

THE British Consul at Newchwang has telegraphed to Captain Rumsey, Harbour Master, as follows:—"Please warn vessels not to enter Newchwang by night, and to show flag or lights when approaching port."

FOR unlawfully trespassing in the walled-in enclosure at Tai-ping-shan, a Celestial stone-cutter, being unable to pay a fine of \$10, was sent to goal for one month by Mr. H. E. Wedderhouse at the Police Court to-day.

WE hear that the Kowloon Water Police are to be supplied with three steam pinnaces, which are far superior to the boats now in use. They are under construction at the Kowloon Dock, and will be finished within two months.

THE *Nichi Nichi Shinbun* says that the Portuguese Government has officially intimated to the Japanese Government the intention of that country to maintain a neutral position during the war between Japan and China.

THE British cruiser *Leander*, which left for Nagasaki yesterday morning, unfortunately had a break-down in her engine-room department after getting outside and had to return to her moorings in the harbour. She will, we hear, be delayed in port for some time to make good the defects.

INSPECTOR HANSON made a raid on a gambling den at Tai-kok-tai the other night, and arrested sixteen Celestial "sports." Ten paid the fines imposed at the Police Court this morning, and the other six were sentenced to various terms of imprisonment, ranging from ten days to six weeks.

OUR Chinese contemporary *Tsun Wan Yat Pao*, issued to-day, states that his Excellency Gong, the Governor, and the Tartar General of Canton will proceed to Peking on the 24th inst. to represent the Viceroy Li Han-chang at the Emperor-Dowager's birthday festivities in October next.

MR. Chan Wai Sung, head compradore to the Chartered Bank of India, Australia and China in Yokohama, was seized with a fit of apoplexy in the Chinese Club there on the evening of the 18th inst., and died shortly afterwards. The deceased was well-known and very popular among the foreigners in Yokohama.

THE chief fireman and three stokers of the Scottish Oriental Co.'s steamer *Phra Chao Klao* were hauled up before the Acting British Consul at Bangkok at the instance of the Opium Farmer ten days ago and asked to account for twenty tins of opium being found in the engine-room by the searchers. They denied all knowledge, but on evidence being laid found guilty and the chief fireman fined \$40 and the others \$20, with \$15 costs. The fines were paid.

By the kind permission of Lt.-Col. Barrow and Officers, the Band of the Hongkong Regiment will play the following programme in the Public Gardens this evening, commencing at 8 o'clock:—

March—"Shine Shine Moon"
Overture—"Light Cavalry"
Dance—"Ballet"
Selection—"The Queen's Lullaby"
Valse—"Wander Madin"
Romance—"Of the Sea"
Gavotte—"Royal"

THREE years' imprisonment was the sentence passed by Acting Chief Justice Achroyd at the Supreme Court this morning on Wan Kai, a Celestial artist who was charged with feloniously entering the residence of Mr. W. M. Gray at the Peak on the 3rd inst. and abstracting a gold watch and chain valued at \$200, and a pair of ear-rings belonging to Mrs. Gray's maid, valued at \$20; and likewise for receiving stolen property and disposing of the same. The jury found the prisoner guilty of "unlawful possession."

THE *Siam Observer* reports that a package of copies of the paper sent to a subscriber in Rangoon have been returned by the authorities with an intimation to the effect that our little Bangkok contemporary is proscribed in the dominions of the King. Naturally the *Observer* wants to know the reason why, but the Russian officials are not in the habit of giving reasons for their arbitrary acts, and in this case the Editor's inquiries will in all probability remain unanswered. We should say that the reports of a journey overland from Bangkok to Rangoon, which appeared in the *Observer* shortly after it became a factor in Bangkok journalism and in which Mr. G. W. Ward laid bare some plain truths regarding the Russian Prince he accompanied on the tramp, were brought to the notice of the Press Censorate in St. Petersburg, and then the same was issued.

THE British gunboat *Tweed* came out of Kowloon dock last Saturday.

IT is officially notified that torpedoes and other obstructions have been placed on the Taku bar.

FOUR Korean officials are stated to have been recently murdered by the Tong Haks, who are again on the war-path.

RIFLES and ammunition are to be served out to the foreign residents at Chefoo in the event of any trouble arising at that port.

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama, on the 16th inst.

THE rumor that Li Hung-chang had been deprived of his yellow Riding Jacket by the Emperor is asserted on the best authority to be entirely without foundation.

WE shall have a few words to say to-morrow re the *China Mail* unwashed funny man, whose latest malicious effort as an ignorant, lying sneak is just a trifle too much even for our good nature.

THE Japanese *Changfeng* and suite, the ex-Consul at Shanghai, Chefoo, and Tientsin, and about 200 other Japanese passengers left in the French mail steamer *Yarra* for Japan on the 18th inst.

THE *China Gazette* hears on good authority that a large loan has been offered by a foreign bank to Li Hung-chang and refused, China at present being in no need of money, according to the great Viceroy.

THE final game in the City Club billiard handicap, 350 up, will be played this evening, commencing at 9 o'clock, between Mr. A. H. Skelton, owes 100, and Mr. A. F. Willson, owes 50. A good game is anticipated.

M. CHAPSAI, agent for the Messageries Maritimes in Shanghai, received a telegram from home on the 17th inst., announcing that the Co's steamer had been accorded permission to call at Nagasaki and would not be quarantined when they arrived there.

By latest advices from the North we learn that the Russian Admiral with his squadron had returned to Vladivostok, and that the French Admiral was also there with the flagship *Bayard* and two or three other vessels. Coming events cast their shadows before.

TELEGRAMS were received in Shanghai on the 17th inst., from Japan, from Chinese merchants, requesting their agents to stop shipping any more cargo until further notice. It is stated that to consequence of this some 1,400 tons were shut out from the *Angers*.

H.M.S. *Imogen* arrived at Shanghai on the 14th inst. and is now being specially despatched by Admiral Fremantle in connection with the Court of Inquiry called at the instance of Messrs. Jardine, Matheson & Co. to investigate the circumstances attending the sinking of the British steamer *Kowching*.

AT the usual weekly afternoon meeting of the Hongkong Rifle Association held last Saturday, the Short Range Cup and Spoon were won by Commander Ashe, R.N., the scratch man, who made seven "bulls" at 200 and 30 yards, a total of 65. Mr. W. Stewart, 14 points short, was second, totalling 24 and 23 respectively.

AT the Supreme Court to-day Wong Wan Tio was found guilty of embezzling \$450 from his employer, Mr. Li Un San, mat dealer of No. 189, Queen's Road. The Acting Chief Justice deferred passing sentence until Wednesday in order to give the prisoner an opportunity of attending some of the stolen money, and the Sessions were adjourned accordingly.

IT is reported, says the *China Gazette*, that the Chinese army of the North, consisting of Manchus and Chihli men, has stopped short at Ping-yang, the old or northern capital of Korea, and will remain safely there until further reinforcements arrive. The Chinese say this army numbers 50,000, but our contemporary estimates that one half that number would be over the mark.

Says the *Siam Observer* of the 18th inst.:—"On Friday evening a tug *Bong* on the towed up with lightning speed, and was towed up to the Customs wharf by the *Phra Chao Klao*. The Customs authorities immediately boarded the lighter and took the live cargo up to the Customs House where they laid to pay the triennial poll tax before landing of four tins and a salung per head."

THE steamship *Hongay*, which left here for Kobe and Yokohama on the 9th ult., met with a typhoon in the Formosa Channel and sustained such injuries that she had to put into Pagoda Anchorage on Sunday the 12th inst. The boats were smashed and her decks swept by the heavy seas, and we regret to learn that Captain J. Young, was so badly hurt that he had to be taken to hospital, leaving the chief officer in charge of the ship.

THE following is a translation of a receipt issued by the Chinese Government to the British Consulate at Peking on the 14th inst., and countersigned by the Minister of State:—"We, relying on the glorious spirits of our imperial ancestors and the co-operation of our subjects, and through the instrumentality of our loyal and gallant land and naval forces are determined to preserve the dignity and prestige of our realm. We know that it is on account of their loyalty and patriotism that our subjects in various localities are undertaking to organize volunteer corps. But deprecating as we do that these fixed institutions in the country as well as fixed occupations for the people, it is our desire that except in cases requiring extraordinary repairs to their services, our subjects should confine industriously to pursue their accustomed avocations, so as to promote the industrial development of the realm, and to cultivate the national virtue. At present, we do not desire that there is any need of volunteer corps, and we enjoin Local Governors to instruct the people concerning our wishes."

THE Chungking correspondent of the *China Gazette* writes on the 14th inst.:—"The temper here is still registered as an uncomfortable high figure, 95 in the shade, and the Yangtze to-day is in high flood. The Commission from Peking are investigating the charges made against the Viceroy of Szechuen, but nothing yet is known as to the result. The 'Pa Hien' magistrate of this city left this morning for Chien-tu in response to a summons to attend there in nine days. The distance is 10 stages, so this means travelling night and day for eight days. It is rumored that the charges against this official are allowing some Koloa men to escape without punishment. Mr. Khyall of the Swedish Mission, Wuchang, arrived here five days ago, having journeyed up the Han river from his mouth at Hankow to near its source at Hanchang. He then came south overland to Pao Ming, and thence down a tributary of the Yangtze to the city. The journey, reported as being a very long one, was completed in 14 days, never leaving a 'Yang Kowlo' all the way."

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Natal*, with the next French mail, left Saigon for this port at 6 a.m. yesterday.

THE China Merchant's steamer *Poochi* was to have left Shanghai for Wenchow on the 10th inst., but the crew refused to go and the vessel had to re-enter at the Customs.

THE murder case to be tried at this month's Criminal Sessions was postponed till Wednesday morning at the instance of the Acting Attorney General, who stated that it was necessary he should receive further information from the police.

On the 17th inst. H.M.S. *Centurion*, *Undaunted*, *Mercury*, *Seydlitz*, *Porpoise*, and *Linnet* were at Chefoo. The *Porpoise* had gone to Wei-hai-wei to embark any foreigners who wished to leave that port. It was rumored that Admiral Fremantle, in view of possible contingencies, had written to the Admiralty for reinforcement from the Pacific squadron, including the flagship *Royal Arthur*, the *Malpensa* and others.

THE British steamship *Monting*, lately under the Chinese flag as the *Kiangtien* and now the property of Messrs. Butterfield and Swire, has had, as the *N. C. Daily News* points out, a chequered career. She was built on the Clyde in 1870 and came to China as *Monting*, but on arrival at Shanghai she hoisted the American flag and was known as the *Hughes*. She then became the Chinese steamer *Kiangtien*. In the Franco-Chinese war she became again the American steamer *Hughes*, and afterwards again the Chinese steamer *Kiangtien*, and now she is once more the *Monting*.

OUR Shanghai morning contemporary of the 15th inst. says:—"We are glad to know that the foreign representatives in Peking and Tokyo are working energetically to bring about an armistice, with a view to the settlement of the quarrel between China and Japan. We are much inclined to doubt whether Japan will be amenable to the arguments used, as she is anxious to strike an effective blow before the cold weather comes on; but there is no reason to think that China is anxious to continue the war." In our opinion there is every reason to believe that the Chinese Government dare not "lose face" by drawing back until Japan is at her feet; the result of such a step would be wholesale revolution throughout the Empire and the almost certain collapse of the Dragon Throne. The foreign representatives in Peking and Tokyo would be well advised to allow the belligerents to settle their differences without any interference whatever.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders of the Hongkong and Whampoa Dock Company, Ltd., was held at the offices of the Company, No. 14, Praya Central, at 3 o'clock this afternoon. Mr. J. S. Van Buren (Chairman) presided, and there were also present Messrs. E. H. Popple, G. C. Dowell, St. C. Michaelson, J. Kramer and H. H. Joseph (Directors), D. Gillies (Secretary), A. C. Stokes, W. E. Parker, S. L. Darby, R. Mitchell, Capt. Tuffnell and others.

The Chairman—Gentlemen, the report and accounts to the 30th June having now been in your hands for some time, I will, with your kind permission, take them as read. There is not a great deal to add to the full statement before you, but I may say that although we have been obliged to put several large sums to the debit of our revenue account, our business has been a very fair one, and the balance to our credit is such that your Directors have again much pleasure in recommending a dividend of 7 per cent. for the half-year, that a bonus of \$100 be paid to contributing shareholders, \$30,000 written off the value of our Kowloon Docks, \$5,000 from the value of the steam launchers, and the balance \$27,973.95 carried forward to the new half-year. The earnings for the half year under review would doubtless have been more satisfactory had it not been for the visitation of the plague which drove shipping away from the Colony, and forced owners to do their docking elsewhere, and you may perhaps have noted from the daily papers that one of the Spanish men-of-war has recently been docked at our wharf. With the improvement in the health of the port, however, I trust, as you probably all do, that there may be a renewal of business and revival of the later uptied shipping trade which means, generally, an increased business to our docks. I am happy to say that during the entire epidemic the health of all employees at the docks, both foreign and native, has been good, no deaths having occurred among them, and further that work has not been interrupted by a shortage of labour or a strike on the part of the native workers, which would at one time possible. The Company, as you are probably all aware, suffered a serious loss in the wreck of the steam-tug *Pilot Fish*, on the 7th of March last, while on a trip to render assistance to the steamship *Tandalus*, which vessel was ashore on Table Island. The tug had already made one trip safely, and was engaged on a second voyage, when, while feeling her way slowly through the straits, she struck a rock and remained hard and fast. Assistance was promptly sent, but unfortunately, owing to rough weather, we were unable to float her, and three days later she became a total wreck. There being no insurance on the vessel we have been obliged to provide for a sum of \$14,285.55, which amount she stood in our books. A tug-boat of course is necessary in our business, it was intended to replace the *Pilot Fish* with a larger and more powerful vessel, but in the meantime the *Fane* having been fitted by the Government on reasonable terms she was purchased, and has since been regularly employed. I am happy to say the working of this boat has been so entirely satisfactory that your Directors consider her fully equal to all requirements, and she has therefore been handed over to the Government, which you will notice still appears as a very heavy charge against our revenue, but your Directors are keeping this continually in view and are endeavoring to cut it down as rapidly as possible. You will be glad to learn that we have been able during the last six months to reduce our local loans by the sum of \$13,500, and the total of these loans, excluding the sterling amount of \$100,000, now stands at \$250,000. If our business keeps up to the average of the past two years, I have every hope that all local loans will soon be liquidated, and the present heavy charge for interest very materially reduced if not wiped out altogether. There is, however, I am sorry to say, again another large sum to be written off for the Admiralty Loan Exchange to the extent of \$250,000, the balance of this account which now stands at £14,929.34, having been adjusted at exchange at 24 to the dollar. It is, of course, impossible to predict what course silver may take in the future, but as the adjustment is now made at such a low rate it is hoped there may be no necessity to make any further provision for this account later on. The value of our stock of material on hand is somewhat more than it was on December 31st last, which is due to the improvement of the

whole of the iron and steel required for two vessels now in course of construction at Kowloon, but on the completion of these two vessels, and the settlement of their accounts, this amount will be largely reduced. I am happy to say we have commenced another six months under favourable auspices, the returns from the Docks for the month of July showing a profit of \$34,200, besides which we have a fair amount of work on hand. It is, of course, impossible to say what effect, if any, the war at present in progress between China and Japan may have upon our business, or how it will affect shipping in these waters, but I hope that work may be plentiful, and that the profit for the coming six months may be at least equal to that made during the period under review. I do not think I have anything further to add to the report and accounts, but before proposing their adoption I shall be glad to answer any questions that may be asked.

There being no questions the Chairman proposed the adoption of the report and accounts as presented; Mr. A. G. Stokes seconded, and on being put to the vote the motion was carried unanimously.

The Chairman—Gentlemen, I thank you for your attendance; dividend warrants will be ready to-morrow.

THE "TROCAS" ROCK.

In our issue of the 11th instant we announced the discovery of a fresh danger to navigation in the waters of the Colony by Captain Edwards of the tank-steamship *Trocas*, whose vessel "took the ground" recently while proceeding to the heroness north of Stonecutter's Island through the channel on the northern side of Stonecutter's Island. Our evening contemporary which it will be remembered, burnt its fingers badly over the *Cass* business the other day, has not yet mentioned the matter, but that is, of course, not surprising, and it does not indicate that our information was in the slightest degree unreliable, for the *Government Gazette* issued last Saturday contains a "Notice to Mariners" which corroborates our statements in toto and reads thus:—

Harbour Department, 15th August, 1894.
"Hongkong.—The master of the British steamer *Trocas*, having reported taking the ground north of Stonecutter's Island at three-quarters of 10 on the 6th instant (the chart showing 43 fathoms), an examination disclosed two rocky heads, 44 feet apart, with 3 fathoms at L.W.S., three cables N by E (mag) of the east end of Stonecutter's Island. A conical white buoy has been temporarily moored in 43 fathoms, 30 feet south of the southern patch."

R. MURRAY RUMSEY, Rtd. Comdr., R.N., Harbour Master, &c.

So far so good, but why in the name of all that is sensible was not this important "Notice to Mariners" forwarded to the press a week ago, or at any rate on the 15th instant, when the signature of the Harbour Master attached his signature to it. And what useful purpose will be served, as far as the seafaring community is concerned, by confining the publication of such an important notification to the *Government Gazette*, a publication rarely seen outside the Government offices? It goes without saying that the *Hongkong Telegraph*, having written the matter up, the seafaring community is sure to know all about it, but that does not constitute any justification for the neglect of what may reasonably be regarded by the general public, and the shipping world in particular, as an imperative duty.

There is also another point connected with this *Trocas* business which must not be lost sight of, which is that sailing tank-steamers entering the waters of the colony laden with petroleum are forced by the harbour authorities to proceed to Sam-sui-poo-oi Island and anchor (to be as to avoid danger of contact with vessels in port), and as such vessels usually draw over 25 feet of water, why was not the channel in question carefully surveyed at L.W.S. as soon as the Sam-sui-poo-oi reefs were completed and tank steamers expected to arrive there at regular intervals? Judging by the unpleasant experiences of the *Trocas* and the manner in which the "Dunmail," "Bokhara," and other unknown rocks have been discovered in recent years, the blame would appear to rest with shipping firms for placing implicit confidence in the assumed accuracy of Admiralty charts, altogether forgetting that the 19th century hydrographers are Government employees whose chief objects in life would appear to be the acquisition of as much leave of absence as is consistent with a semblance of sufficient interest in their duties as to entitle them to fairly regular promotion, so that a comfortable pension may in due course be their reward for long and alleged meritorious services rendered to her Majesty's Government—not the British taxpayers who has to pay the piper!

THE PLAGUE IN HONGKONG.

Thirteen patients at the Lai-chi-kok hospital were removed to Canton on Saturday and that post-house closed—for the present.

It is reported from Yau-ma-tei that there has not been a single case of plague in that locality since the 9th inst.

One case of plague was reported from Hung-ham on Saturday. The patient was removed to the Kennedy-town depot.

The latest official returns are as follow:—

From noon on Saturday until noon to-day:—

Kennedy-town 2 0 1 41
Private houses 0 0 0 0
Total 2 0 1 41

Both under observation.

From noon yesterday until noon to-day:—

Kennedy-town 3 1 4 39
Private houses 0 0 0 0
Total 3 1 4 39

Deaths reported from the outbreak (9th May) up to August 19th, noon, 2,477; grand total, 2,480.

THE WAR IN THE NORTH.

The following notes are taken from our Japan contemporaries:—

Holland has declared her neutrality. Russia have been laid off in Tokyo Bay. Some 2,400 Chinese troops, probably volunteers, have arrived at Tokyo. Great Britain will be represented at Chemulpo shortly by as many as 17 vessels of war. A Chinese warship and three transports with soldiers have started in the direction of Gladia. Germany and Portugal have replied to the Japanese Government that they will remain strictly neutral. The Chinese refugees from Asan made their way to Seifu and Chankai, and have rallied their forces in that place. Foreign engineers in the Chinese Navy are reported to have given way to selfishness. It is not believed that General Li Ming-shuan has accepted the Korean command, as he is still at Seifu on the plea of illness.

Orders have been given, so it is rumored, to China's representatives in Europe to engage some 40 officers for the army and navy.

Some estimates of the Chinese force advancing from the North put the number as high as 15,000; all agree that it is not less than 10,000. Thirty doctors of Kyoto have volunteered for Korea to serve as surgeons in the army. The patriotic application has not been replied to yet.

The arms taken from the Koreans on the occasion of the fighting at the Kiyu Palace are to be returned to the Korean Government. A triumphal arch over the Southern Gate of Seoul was erected by the new Government to welcome the Japanese troops returning from Asan.

Lieutenant Kaburagi, the last commander of the *Chikihama*, has been transferred from Yokohama to the command of a torpedo division at Sasebo.

Li Yushun, the new Korean Minister for the Army, is a grandson of the Tai-won-kun, and is regarded as one of the most capable of the present Government.

The remains of the late Lieut. Matsunaka, who displayed marked zeal and courage in the battle of Seikan, have reached Bakan. The body is to be sent to Hiroshima.

War materials from the captured Chinese gunboat *Soko* have been sent to the Navy Department in Tokyo. They are to be publicly displayed hereafter at the Yushima.

The Japanese army sent against the Chinese at Asan, is said to have been attended by three Korean military cadets, two sub-officers and ten men. Of the privates, five are said to have deserted while on the way.

Over thirty Korean officials sought refuge at the United States Legation when the Japanese took possession of the palace in Seoul. Accounts certainly indicate a very craven spirit upon the part of Korea's natural leaders, both civil and military.

The Chinese force advancing through Chihna upon Seoul are pressing forward rapidly and it is likely the advance guards and probably the main bodies of the two armies have already met. The Chinese, at latest advices, were at Seusen, a town about 110 mi from Seoul.

The Chinese Government is said to have officially informed the Japanese Government of its wish to leave trade as undisturbed as possible during the war by mutual agreement, and to leave to merchant steamers freedom to run in the waters of both countries without fear of capture.

The mines laid at Seikan and Asan by Chinese, which the Japanese feared would cause heavy loss upon the attackers, seem to have been cut by the advance-guards, and the preparations for exploding the mines to have been thus rendered futile.

The work of reform in Korea is now being daily considered by the Commission, under the Presidency of Kim Kook, deliberations are attended by the Regent in person. Animated discussions are not uncommon, but things are said to be moving on the whole quite smoothly.

The Share Market.

LATEST QUOTATIONS.

BANKS.	
Hongkong and Shanghai Bank.	—98 per cent.
China Bank of China, Ltd.—on 3.00.	paid up—\$23. buyers.
The National Bank of China, Ltd.—Founders' shares, nominal.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares—\$5. buyers.	
CHINESE LOANS.	
Chinese Imperial Loan of 1885 E—11 per cent. premium.	
MARINE INSURANCES.	
Union Insurance Society of Canton—\$125 per share, sellers.	
China Traders' Insurance Company—\$64 per share, buyers.	
North China Insurance—Tis. 1674 per share, sellers.	
Canton Insurance Company, Limited—\$140 per share, buyers.	
Yantai Insurance Association—\$71. buyers.	
On Tai Insurance Company, Limited—Tis. 15 per share.	
The Straits Insurance Co., Ltd.—\$17 per share, buyers.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company—\$180 per share, buyers.	
China Fire Insurance Company—\$79 per share, sellers.	
The Straits Fire Insurance Co., Ltd., \$21 per share, buyers.	
SHIPPING.	
Hongkong, Canton, and Macao Steamship Co.—\$26 per share, buyers.	
China and Manila Steam Ship Company—\$65. buyers.	
Indo-China Steam Navigation Company, Limited—\$34. buyers.	
Douglas Steamship Company—\$50. buyers.	
China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.	
China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.	
REFINERIES.	
China Refining Company, Limited—\$164 per share, buyers.	
Luxon Sugar Refining Company, Limited—\$48. buyers.	
MINING.	
Punim Mining Co.—(Ordinary)—\$6 per share, sales and buyers.	
Punim Mining Co.—(Preference)—\$1.70 per share, buyers.	
The Rumb Gold Mining Co., Limited—\$4.85 per share, buyers.	
The New Balmoral Gold Mining Co., Limited—\$1.80 per share, sellers.	
Société Française des Charbonnages du Tonkin—\$70 per share, sellers.	
The Yeh Ming and Trading Co., Limited—\$50. buyers.	
DOCKS, WHARVES AND GODOWNS.	
Hongkong and Whampoa Dock Company—85 per cent. premium, buyers.	
Gen. Fenwick & Co., Limited—\$21 per share, buyers.	
Hongkong and Kowloon Wharf and Godown Company—\$374 per share, buyers.	
Wharfedale Warehouse Co., Ltd.—\$40 per share, sellers.	
HOTELS.	
Hongkong Hotel Company—\$11 per share, sellers.	
Hongkong Hotel Co's Six per cent. Debentures \$301.	
The Shamrock Hotel Co., Limited—nominal.	
LANDS AND BUILDING.	
The Kowloon Land Investment Co., Limited—\$10 per share, sellers.	
The Hongkong Land Investment Co., Limited—\$12. sellers.	
The West Point Buildings Co., Limited—\$24 per share, sellers.	
Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.	
DISPENSARIES.	
A. S. Watson & Co., Limited—\$10.30. buyers.	
Dakin, Crutchfield & Co., Limited—\$11 per share, buyers.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited—\$6 per share, sellers.	
H. G. Brown & Co., Limited—\$4 per share, buyers.	
Hongkong Rope Manufacturing Company, Limited—\$107 per share, buyers.	
Hongkong Gas Company—\$125 per share, buyers.	
Hongkong Ice Company—\$75 per share, sellers.	
Hongkong and China Bakery Company, Limited—\$40 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$4 per share, buyers.	
The Green Island Cement Co.—\$5. buyers.	
The Hongkong Electric Light Co., Limited—\$4.75. sales and buyers.	
The Hongkong High-Level Tramway Co., Limited—\$70. buyers.	
Campbell, Moore & Co., Ltd.—\$2 per share.	
EXCHANGE.	
ON LONDON—Bank, T. T. 2 1/4	
Bank Bills, on demand 2 1/4	
Bank Bills, at 4 months' sight 2 1/4	
Credits at 4 months' sight 2 1/4	
Documentary Bills, at 4 months' sight 2 1/4	
ON PARIS—Bank Bills, on demand 2.69	
Credits, at 4 months' sight 2.75	
ON INDIA—T. T. 192	
On Demand 192 1/2	
ON SHANGHAI—Bank, T. T. 73 1/2	
Private, 30 days' sight 74 1/2	
Sovereigns (Bank's buying rate) 90.20	
Silver (per oz.) 29 1/2	

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Dr. Bearblock.	Mrs. Milroy.
Mrs. Coe.	Capt. and Mrs. Moore.
Mr. H. L. Dalrymple.	Mr. F. Morony.
Mr. E. Delbecq.	Mr. W. Parfitt.
Mr. R. P. Dipple.	Mrs. Robinson and children.
Mr. J. P. Dowling.	Mr. F. H. Slaghek.
Mr. G. Ewing.	Mr. & Mrs. A. Findlay.
Mr. G. Fenwick.	Smith and family.
Mr. Fickler.	Capt. & Mrs. Stenham.
Rev. & Mrs. Hamilton.	Mr. A. G. Stokes.
Mr. W. S. Harrison.	Capt. and Mrs. Wilson.
Mr. Morton Jones.	Mr. D. Wyner.
Dr. Meaden.	
Mr. McArthur.	

VISITORS AT THE HONGKONG HOTEL.

Rev. S. A. Baylee.	Mr. R. Lyall.
Mr. J. V. Choo.	Mr. C. E. Mehta.
Mrs. R. Claxton.	Mr. T. Mitchell.
Dr. V. Danenberg.	Mr. Oscar Noodt.
Mr. W. A. Duff.	Mr. H. Schwoerer.
Mr. J. J. East.	Mr. F. E. Shran.
Mr. and Mrs. Gauthier.	Mr. Silva E. Sousa.
2 children and maid.	Mr. T. T. T. T.
Mr. R. K. Johnson.	Mr. G. H. Wheeler.
Mr. J. Kinghorn.	Mr. W. Whitley.

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Natal*, with the outward French mail, left Singapore on the 15th instant at 6 p.m., and may be expected here on the 29th.

THE GERMAN MAIL.
Norddeutscher Lloyd Co.'s steamer *Gera*, with the outward German mail, left Colombo on the 18th instant, and may be expected here on the 29th.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco on the 26th ultimo, left Nagasaki on the 17th instant at 4 a.m., and may be expected here on the 29th.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., left San Francisco for this port via Yokohama, on the 7th instant.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 16th instant.

THE AUSTRALIAN MAIL.
The E. & A. Steamship Co.'s steamer *Albatross*, from Australia, left Port Darwin on the 11th instant, and may be expected here tomorrow.

THE INDIAN MAIL.
The steamer *Catherine Apcar*, from Calcutta, left Singapore on the 18th instant, and may be expected here on the 29th.

STEAMERS EXPECTED.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 17th instant, and may be expected here on the 29th.

The Ocean Steamship Co.'s steamer *Titan* left Singapore on the 19th instant, and may be expected here on the 24th.

The P. & O. S. N. Co.'s steamer *Japan* left Bombay on the 8th instant, and may be expected here on the 26th.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 9th instant, and may be expected here on the 27th.

Shipping.

ARRIVALS.

VICTORIA, British steamer, 1992, John Pantoni, R.N.R., 18th August—Tacoma 24th July, Victoria, B.C., 25th, Yokohama 9th August, Kobe 19th, and Moji 14th, General—Doddwell, Carill & Co.	
TAMARIND, Norwegian steamer, 719, S. Castleberg, 19th August—anton 19th August, General—Wiel & Co.	
CHOWFA, British steamer, 1,057, J. E. Farrell, 19th August—Kohal-chang 13th August, General—Yuen Fat Hong.	
FOKIN, British steamer, 509, W. J. Davis, 19th August—Swatow 19th August, General—D. L. L. & Co.	
MATHILDE, German steamer, 600, P. Moor, 19th August—Quinhon, and Tournon 19th August, General—Stemmen & Co.	
ALWINE, German steamer, 400, Bendixen, 19th August—Pakhoi 16th August, and Hothow 18th, General—Wiel & Co.	
RIVERSDALE, British steamer, 1,311, Ed. Peck, 19th August—Moji 13th August, Coals—Jardine, Matheson & Co.	
BUCKHOLM, British steamer, 1,194, J. M. Hay, 19th August—Samarang 9th Aug., Sugar—Geo. R. Stevens.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 20th August—Bangkok, and Hothow 11th August, General and Rice—Yuen Fat Hong.	
TELAMON, British steamer, 1,556, M. H. F. Jackson, 20th August—Shanghai 15th August, and Poochow 18th, General—Butterfield & Swire.	

CLEARANCES AT THE HARBOUR OFFICE.
Albatross, German steamer, for Hothow, &c.
Emmeralda, British steamer, for Amoy.
Talamon, British steamer, for Singapore.

DEPARTURES.

August 18, <i>Zafra</i> , British steamer, for Manila.	
August 19, <i>Sirathide</i> , British steamer, for Hongkong.	
August 19, <i>Pronto</i> , German steamer, for Saigon.	
August 19, <i>Leo Soh</i> , British str., for Bangkok.	
August 19, <i>Namoa</i> , British steamer, for Swatow, Amoy and Foochow.	
August 19, <i>Ier</i> , British steamer, for Bangkok.	
August 19, <i>Dueros</i> , German steamer, for Bangkok.	
August 20, <i>Daventry</i> , British str., for Cheloo.	
August 20, <i>Peacock</i> , British gunboat, for Shanghai.	
August 20, <i>Maria Valeria</i> , Austrian steamer, for Shanghai and Kobe.	

PASSENGERS—ARRIVED.

Per <i>Victoria</i> , from Tacoma, &c.—Mr. and Mrs. A. Brandenberg, Messrs. W. G. Whymark, Cabell, & Co.	
Per <i>Mathilde</i> , from Quinhon, &c.—82 Chinese.	
Per <i>Chowfa</i> , from Kohal-chang—12 Chinese.	
Per <i>Fokin</i> , from Swatow—167 Chinese.	
Per <i>Phra Chom Kiao</i> , from Bangkok, &c.—Mr. Jas. Johnson, and 8 Chinese.	

REPORTS.

The British steamship *Talamon* reports that she left Shanghai on the 15th instant, and Foochow on the 18th, and had fresh south-west winds.

The British steamship *Fokin* reports that she left Swatow on the 18th instant, and had fine clear weather with light variable south-westerly winds and smooth sea.

The British steamship *Phra Chom Kiao* reports that she left Bangkok, and Hothow on the 11th instant, and had moderate southerly winds and fine weather.

The British steamship *Riversdale* reports that she left Moji on the 13th instant. From Moji to Turnabout had light variable winds and clear weather; thence to port had south-west monsoon and clear weather.

The British steamship *Chowfa* reports that she left Kohal-chang on the 13th instant. From Kohal-chang to Polo Condore had fresh winds from west to south-west with frequent heavy rain squalls and wet weather generally. From Polo Condore to port had moderate south-west to south-south-east winds and clear weather. The latter part of the voyage had light variable winds and calms with clear weather and smooth sea.

Post Office.

A MAIL WILL CLOSE—
For Swatow, Amoy, and Tamsui.—Per *Fokin* to-morrow, the 21st instant, at 11.30 A.M.
For Amoy, Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Oceanic* to-morrow, the 21st instant, at 12.30 P.M.
For Straits and London.—Per *Talamon* to-morrow, the 21st instant, at 3.30 P.M.
For Shanghai.—Per *Talamon* to-morrow, the 21st instant, at 3.30 P.M.
For Amoy and Manila.—Per *Emmeralda* to-morrow, the 21st instant, at 4.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.	
AONES, French steamer, 290—Geo. R. Stevens.	
ARIAKI MARU, Japanese steamer, 2,850, Hallstrom, 20th July, Kutchikan 21st July, Coals—Mitsui Bussan Kaisha.	
CHURAN, German steamer, 823, Wendt, 17th August—Manila 12th August, General—Melchers & Co.	
EMMERALDA, British steamer, 966, G. Taylor, 11th August—Manila 8th August, General—Shewan & Co.	
FAME, British steamer, 117, Captain Stopan.—Hongkong and Whampoa Dock Co.'s tug.	
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 27th July—Canton 27th July, General—C. M. S. N. Co.	
MARIA VALERIA, Austrian steamer, 2,644, G. Costanzo, 17th August—Trieste 21st July, and Singapore 12th August, General—Sander & Co.	
MEMNON, British steamer, 925, Branch, 17th August—Sundakan 12th August, Timber—Butterfield & Swire.	
OCEANIC, British steamer, 3,808, Wm. M. Smith, R.N.R., 20th August—San Francisco 17th July, and Yokohama 4th August, Mails and General—O. & O. S. S. Co.	
PRAYA, 130, Captain Maclellan.—Hongkong Government Tender.	
RIO, German steamer, 1,104, C. H. Davidson, 14th August—Swatow 12th Aug., General—Wiel & Co.	
YUNG-CHING, Chinese steamer, 760, R. E. Harris, 12th August—Amoy 10th August, General—C. M. S. N. Co.	

SAILING VESSELS.	
BIDSTON HILL, British four-masted barque, 2,434, W. J. Jones, 17th August—Shanghai 16th July, Ballast—Stemmen & Co.	
CALEB CURTIS, American schooner, 35, Brake, 5th June—Yap (Caroline Islands) 29th May, General—Order.	
COMET, Nicaraguan barque, 600, J. Kirk, 26th June—Manila 15th June, Sugar—Shewan & Co.	
FALLS OF THE CLYDE, British ship, 1,740, Addison, 15th August—Cardiff 12th May, Coals—Wiel & Co.	
H. PACKFELD, German bark, 1,240, T. W. Hillger, 2nd August—Cardiff 8th March, Coals—Melchers & Co.	
JAPAN, Italian bark, 305, Bartolomeo Guarino, 22nd June—Callao 22nd April, Ballast—Order.	
KITTY, British bark, 916, Wilson, 14th July—Kaituma 28th June, Timber—Gibb, Livingston & Co.	
LINA, German bark, 461, Albrecht, 15th August—Albany (W.A.), 13th June, Sandalwood—Jardine, Matheson & Co.	
SEBASTIAN BACH, German barque, 823, Hansen, 23rd July—Rangoon 9th July, Timber—Wiel & Co.	
SILBERHORN, British ship, 1,853, Gibson, 26th July—Shanghai 15th July, General—Stemmen & Co.	
SUSQUEHANNA, American ship, 2,628, Sewall, 19th July—New York 28th March, Kerosene Oil—Reuter, Brockelmann & Co.	

To be Let.

NO. 9, SEYMOUR TERRACE.
OFFICES in Victoria Buildings.
Office in No. 4, Praya Central.
No. 4, OLD BAILEY STREET.
GODOWNS in WANCHAI at the back of MCGREGOR'S BARBACADES.
OFFICES AND ROOMS at Connaught House.
DAVID SASSOON, SONS & Co.
Hongkong, 7th August, 1894. [22]

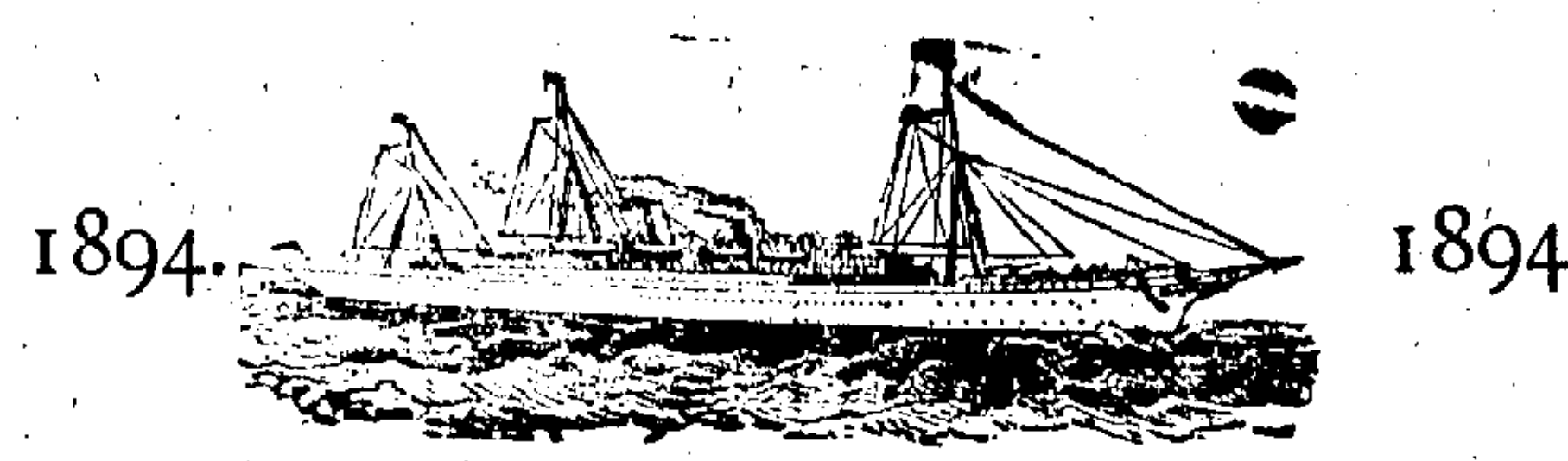
THE BANGKOK HOTEL.

FINE SITUATION: near the BANKS, TELEGRAPH and POSTAL DEPARTMENTS: close to the RIVER and SHIPPING OFFICES: Central position.
The whole block of buildings consisting of HOTEL (partly furnished) with large CONCERT HALL, several substantially built HOUSES, SHOPS and OUT-DOOR HOUSES, &c., &c., admirably adapted for FIRST-CLASS HOTEL or BUSINESS PREMISES.
Possession may be taken on OCTOBER 1st, 1894.
THE PROPERTY may be purchased by PRIVATE TREATY.
For particulars, apply to Messrs. SHAW & CHALANT.
Bangkok, 14th June, 1894. [73]

TO BE LET
NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building.
Apply to HUMPHREYS ESTATE AND FINANCE Co., Ltd.
Hongkong, 9th March, 1894. [39]

TO LET.
DWELLING HOUSES: "HIGHCLERE," at MAGADINE GAP. No. 1, RIFON TERRACE. FLOORS in BLUE BUILDINGS. STREET and STATION STREET. FLOORS in No. 5, BRILLANT STREET. No. 8, OLD BAILEY.
OFFICES: PRAYA CENTRAL, over Messrs. DOUGLAS LAYLAH & Co's.
GODOWNS: BLUE BUILDINGS.
Apply to THE HONGKONG LAND INVESTMENT & FINANCE Co., Ltd.
Hongkong, 22d July, 1894. [59]

Mails. CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 5th September.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 3rd October.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 31st October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 3 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [3]

Hongkong, 15th August, 1894.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

<i>City of Rio de Janeiro</i> (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 29th Aug., at 1 P.M.
<i>City of Peking</i> (via Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu)	Wednesday, 19th Sept., at 1 P.M.
<i>China</i> (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 2nd October, at 1 P.M.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA & YOKOHAMA on WEDNESDAY, the 29th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. same day; all Parcel Packages should be marked to add in full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 11th August, 1894. [1]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th July, 1893. [79]

Mails. NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

<i>Victoria</i>	Tuesday	August 20th.
<i>Tacoma</i>	Tuesday	September 24th.
<i>Sikh</i>	Tuesday	October 16th.
<i>Victoria</i>	Tuesday	November 6th.
<i>Tacoma</i>	Tuesday	December 11th.

THE Steamship

"VICTORIA," Captain John Pantoni, R.N.R., sailing at Noon, on TUESDAY, the 28th August, will proceed to VICTORIA,